

The China Mail.

Established February, 1845.

Vol. XLI. No. 4808.

號三十月五年五十八百八千一英

HONGKONG, SATURDAY, MAY 23, 1885.

日十初月四年酉乙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ADAMS, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GORRIE, Ludgate Circus, E.C. BATES HENDY & Co., 37, Watney Street, E.C. SAMUEL DRAKE & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—ANDREU PIERRE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORRIE, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Raffles, Singapore. C. HENRISS & Co., Malacca.

CHINA.—MACAO, MESSRS A. DE MELLO & Co., S. Paulo, Quilico & Co., Amoy, Wilson, Nichols & Co., Foochow, HONG & Co., Shanghai, LANE, CRAWFORD & Co., Yokohama, LANE, CRAWFORD & Co., and KELSEY & Co.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked on Hongkong Savings' Bank business is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, May 7, 1885. 764

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated under the Companies Acts 1862 to 1883.)

CAPITAL, £20,000,000
IN 200,000 SHARES OF £10 EACH.

REGISTERED OFFICE,
40 THEATRE STREET, LONDON.

BRANCHES:
IN INDIA, JAPAN, CHINA AND THE COLONIES.

LONDON BANKERS:
THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND, EDINBURGH, LONDON & BRANCHES.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.

" 6 " " 4 " "

" 12 " " 5 " "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

Credits granted, Remittances, Exchange, Loans, and every description of Banking Business transacted.

CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED.

H. A. HERBERT, Manager.
Hongkong, March 26, 1885. 522

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £7,500,000

RESERVE FUND, £4,400,000

RESERVE FOR EQUALIZATION, £400,000

OR DIVIDENDS, £200,000

RESERVE EARNINGS OF 7 1/2 PER CENT.

PROFITS, £7,500,000

COURT OF DIRECTORS.
Chairman—Hon. F. D. SASSOON.

Deputy Chairman—A. M. MOYER, Esq.

C. D. BOTTOMLEY, Esq.

H. L. DARTMOUTH, Esq.

H. HOPKINS, Esq.

H. W. KENNEDY, Esq.

A. P. McEVEN, Esq.

W. H. FORBES, Esq.

F. D. SASSOON, Esq.

CHIEF MANAGER.
HONGKONG.—THOMAS JACKSON, Esq.

SHANGHAI.—EWE CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. " "
For 12 months, 5 per cent. " "

Local Bills Discounted.
On bills drawn on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, February 28, 1885. 347

Intimations.

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY NEXT, the 25th Instant.

For the 'Chartered Mercantile Bank of India, London and China,'

JOHN THURBURN, Manager.

For the 'Chartered Bank of India, Australia and China,'

T. H. WHITEHEAD, Acting Manager.

For the 'Hongkong and Shanghai Banking Corporation,'

T. JACKSON, Chief Manager.

For the 'Comptoir d'Escompte de Paris,'

J. ARRANGER, Agent.

For the New 'Oriental Bank Corporation, Limited,'

H. A. HERBERT, Manager.

Hongkong, May 20, 1885. 824

NOTICE.

PERSONS having any CLAIM or CLAIMS against the Undersigned are requested to send in Particulars of such CLAIM or CLAIMS on or before the 31st Instant or they will not be recognized.

P. M. FRANCO, Jr.,
No. 19, Mosque Street.

Hongkong, May 22, 1885. 833

CHAS. J. GAUPP & Co.

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

BINOCULARS AND TELESCOPES.

RITUM'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christie & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of SHAREHOLDERS of the Society will be held at the Society's Head Office, No. 15, Praya Central, Victoria, Hongkong, on TUESDAY, the 2nd day of June, 1885, at 3 o'clock in the Afternoon, when it is intended to Confirm the Resolutions passed at the Extraordinary Meeting of Shareholders on the 18th day of May, 1885.

By Order of the Board of Directors,
N. J. EDE, Secretary.

Hongkong, May 18, 1885. 813

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(Formerly Attended by the Late Mr. T. H. WHITEHEAD, and formerly Assistant to Dr. ROGERS.)

The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Action without pain or inconvenience. Discount to missionaries and families.

Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

JUST RECEIVED

SWEET CAPORAL CIGARETTES.

HONGKONG DISPENSARY.

Hongkong, April 11, 1885. 616

WILLIAM DOLAN,

SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BOATS, OAK JACKET, &c., &c., &c.

Hongkong, May 1, 1885. 256

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of 15 PER CENT. upon Contributions for the Year 1884 has THIS DAY been declared.

WARRANTS may be had on application at the above Office on and after the 15th Proximo.

JARDINE, MATHESON & Co., General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, April 25, 1885. 693

D. K. GRIFFITH & Co.

MANUFACTURERS OF THE LONDON AERATED WATERS.

Have Removed from the BRACONFORD Arcade to larger Premises
1, DUDDELL STREET,

Where they continue to Supply:

SODA WATER, LEMONADE, GINGERBREAD, RASPBERRIES, SERRAVALLO, &c., &c., &c.

At the same Moderate Charges.

D. K. GRIFFITH, Proprietor.
Hongkong, July 29, 1884. 1246

For Sale.

FOR SALE.

ANGLO-BAVARIAN

Export PALE ALE,

SPARKLING and LIGHT, a most refreshing

SUMMER DRINK.

FIRST-CLASS MEDALS, SYDNEY AND MELBOURNE.

GOLD MEDALS, PARIS AND VIENNA.

Sole Importers:—

LANE, CRAWFORD & Co.

Hongkong, May 10, 1885. 818

W. POWELL & Co.

EX STEAMSHIP PATROCLUS.

LADES DEPARTMENT.

New STRAW HATS in White, Coloured and Black.

New Trimmings HATS and BONNETS.

CHILDREN'S HATS, all Kinds.

Specialties in INFANTS' Coloured and White HATS.

Summer OATMEAL CLOTHES.

A Specialty for TENNIS DRESS.

White Brocade DRESS MATERIALS.

New Patterns in ZEPHYR CHECKS.

FRENCH MUSLINS, Latest Designs.

Plain CAMBRICS, all Colours.

LADIES' TENNIS and WALKING SHOES.

BATHING COSTUMES.

VICTORIA EXCHANGE,
Hongkong, May 23, 1885.

GENTLEMEN'S DEPARTMENT.

White SHIRTS, all Sizes.

White Flannel TENNIS SHIRTS, London-made.

LINEN COLLARS, Various Shapes.

Shakespeare PAPER COLLARS.

White and Coloured SOCKS.

INDIA GAUZE VESTS.

Washing TIES and SCARVES.

FRENCH and ANGLO BRACES.

White and Coloured STRAW HATS.

Soft and Hard Felt HATS.

COTTON, LINEN and SILK POCKET HANDKERCHIEFS.

CRICKETING FLANNELS, by the Yard.

CANVAS, LEATHER and KID SHOES.

MILITARY and LAKE OF BOOTS.

BATHING DRAWERS and BATH BLANKETS.

New Patterns in Coloured CRETONNES, and White DIMITIES.

WM. POWELL & Co.

A Special Lot of GENTLEMEN'S POCKET HANDKERCHIEFS, \$2.00 per Dozen.

Hongkong, May 22, 1885. 836

Intimations.

VICTORIA HOTEL,
Praya and Queen's Road Central,
Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The accommodation and service of every kind will be found to be of the first description.

An ample and varied Table d'Hôte is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE and HING KEE, Proprietors.

Hongkong, September 15, 1884. 1569

NOTICE.

THE MITSU BISHI MAIL S.S. Co. having taken over the NAGASAKI DOCK, SLIP and ENGINEERING WORKS, are now prepared to Dock and Repair Vessels, at moderate charges.

The DOCK is one of the largest and best in the East, being 431 feet long and 89 feet broad, and having a depth of water on blocks at spring tides of 27 feet and 22 feet.

The SHOPS contain Machine-tools of all descriptions and compound engines up to 1,000 horse-power. The heaviest class of work can be undertaken at the shortest notice.

Powerful lifting SHEARS are being erected.

For further Particulars, apply to
H. J. H. TRIPP,

Hongkong, December 14, 1884. 2135

To Let.

STORAGE.

GOODS RECEIVED ON STORAGE in Commodious and well ventilated GODOWNS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK.

G. R. LAMBERT.

Hongkong, December 27, 1884. 2178

TO LET.

A COMMODIOUS GODOWN with Approach from PRAYA and QUEEN'S ROAD.

A. S. WATSON & Co.

Hongkong Dispensary,
2nd May, 1885. 727

TO LET.

COLLEGE CHAMBERS' (late HOTEL de L'UNIVERS), Single Rooms or SUITES of APARTMENTS.

No. 4, HOLLYWOOD ROAD.

No. 25B, PRAYA CENTRAL.

No. 44, GRAHAM STREET.

No. 5, PEDDER'S HILL.

No. 4, OLD BALLY STREET.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, May 11, 1885. 779

TO LET.

NO. 5, WEST TERRACE. Entry from 1st June.

Apply to
G. C. ANDERSON,

13, PRAYA CENTRAL.

Hongkong, May 5, 1885. 744

TO LET.

OFFICES and CHAMBERS, No. 7, Queen's Road, lately occupied by Messrs. JARDINE, MATHESON & Co.

Apply to
BIRD & PALMER,

Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 8, 1885. 597

TO LET.

NEW BUNGALOW—FURNISHED, at Mount Kallett Spur. Five Rooms, Large Bathroom, Out Houses, Tennis Court.

Possession from April.

Apply to
JOHN D. HUTCHISON,
24, Stanley Street.

Hongkong, April 6, 1885. 583

Prospectus.

PROSPECTUS

OF THE

CHINESE IMPERIAL

GOVERNMENT

1885, DOLLAR LOAN.

AUTHORISED by the IMPERIAL GOVERNMENT OF CHINA and in conformity with Decree issued by the TSUNG-YAMEN or GENERAL FOREIGN OFFICE, at Peking, and officially communicated to the CHARTERED BANK OF INDIA, AUSTRALIA, & CHINA, Hongkong, through the BRITISH LEGATION at Peking, bearing dates the 20th day of December, 1884, and 12th day of January, 1885.

For DOLLARS 1,304,700.14 Hongkong Currency, Equivalent of TAELS 1,000,000 at 7.117, in 2700 Bonds of \$500 each, excepting one for \$200.14 Hongkong Currency, bearing interest at 5 per cent. per annum.

The CHINESE IMPERIAL GOVERNMENT guarantees the repayment of this Loan within three years from the nineteenth day of January, 1885, and has pledged its security therefor and for the payment of the interest, the IMPERIAL MARITIME CUSTOMS REVENUES of the Kwangtung or Canton Province, and further, have made the Bonds issued for the payment of this Loan receivable, if not taken up and paid at due date thereof, in payment of Customs duties, export and import, throughout the Kwangtung or Canton Province, as appears by the following extract from the agreement entered into between the CHINESE IMPERIAL GOVERNMENT and the CHARTERED BANK OF INDIA, AUSTRALIA, & CHINA, viz:—

"In the event of the non-payment at due date by the CHINESE IMPERIAL GOVERNMENT of any instalment of principal or interest, or of any part thereof, the Bonds drawn and payable on that date and not paid shall thereupon become and be receivable and may be paid by the CHINESE IMPERIAL GOVERNMENT either export or import, or both, at any port or place in the Kwangtung Province, and all Officers of the IMPERIAL MARITIME CUSTOMS shall be directed, and are hereby authorised to receive them for the full value."

Further the IMPERIAL MARITIME CUSTOMS OFFICERS at all the other TREATY PORTS in China are charged to provide funds to meet all liabilities under and in connection with the Loan.

The PRINCIPAL and INTEREST are payable in Hongkong. The Bonds are redeemable at par within three years (1888) by three yearly instalments, the first of which will be payable on the 18th January, 1886. The Bonds will bear interest at the rate of 5 per cent. per annum, payable yearly according to the English Calendar, as per schedule hereto annexed, at the Office of the CHARTERED BANK OF INDIA, AUSTRALIA, & CHINA at their current buying rate of exchange for demand bills on Hongkong.

The DRAWINGS will take place at the Office of the said CHARTERED BANK in Hongkong three months previous to the date of payment of each instalment, as given in the Schedule, and the Bonds so drawn will be payable at par at the Office of the said CHARTERED BANK in Hongkong, after which date interest on the Bonds so drawn will cease.

SCHEDULE.

TABLE OF DRAWINGS to take place in the month of October in each year.

Date of Payment of Interest and Principal.

1886.—Jan. 18th, \$465,000.00 \$11,675.01

1887.—Jan.

For Sale.

MacEwen, Frickel & Co.
HAVE MOVED INTO THEIR NEW
PREMISES

VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING
STORES and other RETAIL ARTICLES
at the lowest possible prices
FOR CASH,

and giving the benefits of the Co-operative
Store system to the Public without the
necessity of Membership. Detailed Prices
will be furnished on application.

—C—
CROSE & BLACKWELL'S
OILMAN'S STORES.
JOHN MOIR & SONS, LIMITED,
OILMAN'S STORES.
J. T. MORRISON'S
OILMAN'S STORES.
MACDONALD BROTHERS,
Lowestoft
OILMAN'S STORES.
AMERICAN
OILMAN'S STORES.

WINE & C.
CHATEAU MARGAUX.
CHATEAU LA FOUL, pints & quarts.
1828. GRAYES, " "
BREAKFAST CLARET, " "

SACONNE'S MANZANILLA & AMON-
TILLADO.
SACONNE'S OLD INVALID PORT
(1848).
HUNT'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COGNAC & CO'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOORD'S OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOLLY PRAT & CO'S VERMOUTH.
JAMESON'S IRISH WHISKY.
MARSALA.
EASTERN AMERICAN ODER.
CHARTREUSE.
MARASCHINO.
OURAOAO.

—C—
BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

TO LET, FROM 1st MAY.
SHOPS and GODOWNS, and STOR-
AGE, at No. 55, QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also,
BEDROOMS, SERVANTS and KITCHEN AC-
COMMODATION.
Apply to
MacEwen, Frickel & Co.
Hongkong, April 4, 1885. 572

Insurance.

**THE STRAITS INSURANCE COM-
PANY, LIMITED.**

THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.
ARNHOLD, KARBBERG & Co.
Hongkong, November 5, 1883. 855

NOTICE.

**QUEEN FIRE INSURANCE COM-
PANY.**

THE Undersigned are prepared to accept
Risks on First Class Godowns at 1
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

**LANCASHIRE INSURANCE
COMPANY.**
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Insurance will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

THE LONDON ASSURANCE
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here, in London, or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates.
HOLLIDAY, WISE & Co.
Hongkong, July 26, 1872. 496

Mails.

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship **SAN PABLO** will be
despatched for San Francisco, via
Yokohama, on WEDNESDAY, the 27th
Instant, at 3 p.m.
Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.
RETURN PASSENGERS.—Passengers, who
have paid full fare, re-embarking in San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.
Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Office
addressed to the Collector of Customs, San
Francisco.
For further information as to Freight or
Passage, apply to the Agency of the
Company, No. 55, Queen's Road Central,
F. E. FOSTER,
Agent.

Hongkong, May 16, 1885. 802

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOTS POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSILLIES, AND PORTS
OF BRAZIL, AND LA PLATA.
ALSO
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 23rd May,
1885, at Noon, the Company's S.S.
ANADYR, Commandant DE LA MARCELLE,
with MAILS, PASSENGERS, SPOILS,
and CARGO, will leave this Port for the
above places.
Cargo and Spoils will be registered for
London as well as for Marseilles; and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted until
Noon.
Cargo will be received on board until 4
p.m., Spoils and Parcels until 3 p.m. on the
27th May, 1885. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.

Hongkong, May 15, 1885. 797

FOR SALE.

A HOUSE at the PEAK, with Large
TENNIS GROUND attached. A
good View of the Harbour and out to Sea.
Apply to
'PEAK,'
c/o THIS OFFICE.
Hongkong, April 11, 1885. 614

To-day's Advertisements.

**THEATRE ROYAL,
CITY HALL.**

**RIDGWAY'S GRAND VARIET-
TROUPE.**

WILL
REPEAT THEIR ENTERTAINMENT
in the above Theatre,
THIS EVENING,
the 23rd Instant.

ACROBATS, GYMNASTICS, and PANTOMIME.
THE GANNON KING WILL CATCH A CANNON
BALL FIRED FROM A CANNON.

Tickets may be had of Messrs KELLY &
WALSH, and at the Door of the Theatre.

Prices of Admission:
Reserved Seats and
Orchestral Stalls, £2.00.
Stalls, £1.00.
Soldiers, 50c.

Doors open at 8 o'clock, and the Perform-
ance to commence at 9.

GEORGE RIDGWAY,
Proprietor.

Hongkong, May 23, 1885. 841

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR TIENTSIN VIA SWATOW.

The Co's Chartered
Steamship
Lido,
Capt. L. Lido, will be
despatched as above TO-MORROW,
the 24th Instant, at Daylight.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 23, 1885. 842

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & FOOCHEW
(SHARP PEAK).

The Co's Chartered
Steamship
Killarney,
Capt. O'Neill, will be
despatched for the above Ports on TUES-
DAY, the 26th Instant, at Noon, instead
of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, May 23, 1885. 845

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co's
Steamship
Albatross,
Capt. McIVER, will leave for the above
places on WEDNESDAY, 27th May, at 3
p.m., instead of as previously notified.

A. McIVER,
Superintendent.

P. & O. S. N. Co's Office,
Hongkong, May 23, 1885. 846

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR SHANGHAI

(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHANG, HANKOW and Ports on the
YANGTZE.)

The Co's Steamship
Kwongkong,
Capt. WOOD, will be
despatched as above on
THURSDAY, the 28th Instant, at 4 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, May 23, 1885. 843

Vessels Admitted as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon.	Gouv. General d'Jacob (s).	Busseling.	Jardine, Matheson & Co.	About May 30.
Bombay, via Straits.	Rhosina (s).	P. & O. S. N. Co.	May 27, at 3 p.m.	
London, via Suez Canal.	Laertes (s).	Scale.	Butterfield & Swire.	June 4.
Marseilles, &c., via Saigon.	Anadyr (s).	de la Marcellle.	Messageries Maritimes.	May 28, at noon.
Nagasaki, Kobe and Yokohama.	Stratimora (s).	L. White.	Adamson, Bell & Co.	May 28, at noon.
Portland (Oregon).	Director.	Bogor.	O. & S. S. Co.	Quick despatch.
San Francisco, via Yokohama.	San Pablo (s).	Bray.	Russell & Co.	Quick despatch.
San Francisco.	New City.	W. Potts.	Siemens & Co.	May 25, at noon.
Shanghai.	Ningpo (s).	Wood.	Jardine, Matheson & Co.	May 28, at 4 p.m.
Swatow, Singapore and Bangkok.	Phra Chom Kiao (s).	H. Stratton.	Yuen Fat Hong.	May 25, at noon.
Swatow, Amoy and Foochow.	Killarney (s).	O'Neill.	Douglas Larpak & Co.	May 26, at noon.
Sydney and Melbourne, &c.	Catterthun (s).	Leitch.	Jardine, Matheson & Co.	May 24, at daylight.
Tientsin, via Swatow.	Lido (s).	G. Donich.	O. Bachrach.	May 30, at noon.
Trieste, &c.	Titania (s).	P. & O. S. N. Co.	May 24, at 10 a.m.	
Yokohama, via N'aki and Kobe.	Sumatra (s).			

SHARE LIST.—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Paid- up.	POSITION PER LAST REPORT.	Last Dividend.	Closing Quotations, Cash.
BANKS.						
Hongkong and Shanghai Bank Corp.	10,000	125	125	For equal- ization of the \$ 400,000	\$ 61,570 2 half year	145 1/2 prem. = \$310
INSURANCES.						
North-China Insurance Co., Ltd.	5,000	200 1/2	50	50,000	540,107	Tls. 300 per share
Yangtze Insurance Company, Ltd.	8,000	25 1/2	25 1/2	50,000	17,381	" "
Union Insurance Society Co., Ltd.	2,000	1,250	125	500,000	496,329	" "
China Traders' Insurance Co., Ltd.	24,000	83,333 1/3	25	600,000	167,381	" "
Canton Insurance Office Co., Ltd.	10,000	250	50	100,000	469,960	" "
Chinese Insurance Co., Limited.	1,000	1,000	200	23,711.50	credit balance	" "
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	909,608.63	297,568.07	80 for 1883
China Fire Insurance Co., Ltd.	20,000	100	20	547,000	191,060.93	5 for 1883
STEAM COMPANIES.						
H.K. & M. Steamboat Co., Ltd.	8,000	100	75	206,236.55	4,593,956 1/2 half year	40 prem. = \$115
Indo-China S. N. Company, Limited	18,387 1/2	10 1/2	10 1/2	10	25	% discount
60,000 shares issued.	31,212 1/2	10 1/2	10 1/2	10	40	discount
China and Manila S. S. Co., Ltd.	3,500	100	all	all	all	all
MISCELLANEOUS.						
H.K. & W. Whampoa Dock Co., Ltd.	10,000	125 1/2	125 1/2	18,000	6,683,866 1/2 half year	60 % prem.
H.K. & China Gas Co., Limited.	500	10 1/2	10 1/2	8,552.17.10	all	all
New Star.	1,800	10 1/2	7 1/2	10	400 per share, nominal	" "
Hongkong Hotel Company, Ltd.	2,000	100	100	100	13,274.03 1/4	Old, \$150 per share, buyers
3,000 shares issued.	1,000	80	80	80	2,488.60	New, \$150
China Sugar Company, Limited.	9,000	100	100	100	100	" "
Hongkong Tea Company, Limited.	1,250	100	100	100	253,338.10	" "
Hongkong Bakery Company, Ltd.	300	50 1/2	50 1/2	50 1/2	4,000	" "
Luzon Sugar Company, Limited.	7,000	100	100	100	829.60 3/4	ex div., buyers
Perak Tin Mining & S'ing Co.	5,000	50	all	all	all	" "
Selangore Tin Mining Co. (S'hai).	2,500	100	all	all	all	" "
H'kong Rope Manufacturing Co., Ltd.	3,000	50	all	all	all	" "
LOANS.						
Chinese Imperial 1874.	5,276 1/2	100	all	all	June 30 Dec. 31	" "
" " 1877.	15,640 1/2	100	all	all	June 30 Dec. 31	" "
" " 1878.	5,829.17	500	all	all	April & October	" "
" " 1881.	5,829.17	500	all	all	June 1st Dec. 10	" "
Sugar Debentures, 1880.	900	500	all	all	June & Decem.	1 1/2 % prem.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction, on
TUESDAY,
the 26th May, 1885, at 2 p.m., at his Sales
Rooms, Queen's Road,—

AN ASSORTMENT OF
JAPANESE WARE,
comprising:—
KANGA, IMARY, KIOTO and SATSUMA
VASES, JARS, BOWLS, PLATES, INCENSE
BURNERS, TEA and COFFEE SETS, ENAMELLED
WARE, GOLD and SILVER INLAID BRONZES,
PANELS, IVORY CARVINGS, SERRIES and
EMBROIDERIES.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, May 23, 1885. 847

PUBLIC AUCTION

OF
OLD CHINESE VASES, CURIOS, &c.

THE Undersigned will Sell by Public
Auction, on

SATURDAY,
the 30th May, 1885, at 2 p.m., at his New
Sales Rooms, Duddell Street,—

A FINE SELECTION OF
OLD CHINESE VASES AND CURIOS,
Just arrived from the Northern
Provinces of China,
comprising:—
SOME FINE BLUE AND WHITE AND
WHITE VASES and JARS of the reigns of
KANG-HSI, YUNG-CHING, K'ANG-HSI and
T'UNG-CHI; SANG DE REUSE, GREEN, YELLOW
and BLUE VASES and JARS, SNUFF BOTTLES,
CERIES, CARVED BAMBOOS and IVORIES.
&c., &c., &c.

Catalogues will be issued previous to the
Sale, and the Articles will be on view on
Friday next.

TERMS OF SALE.—As customary.
G. R. LAMBERT,
Auctioneer.

Hongkong, May 23, 1885. 848

NOTICE.

NOTICE is hereby given that the Annual
General Meeting of the VICTORIA
RECREATION CLUB will be
held in the Premises of the CLUB on
SATURDAY NEXT, the 30th May, at
5 p.m.

J. H. STEWART LOCKHART,
Hon. Secretary.

Hongkong, May 23, 1885. 840

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

DIRECTOR, British barque, Captain W. D.
Bogor.—Adamson, Bell & Co.

GOODBYE, American barque, Capt. Wm.
R. Hagan.—Adamson, Bell & Co.

HIGHLAND LIGHT, American ship, Capt.
J. W. Norcross.—Order.

JAMES G. PENDERGAST, American barque,
B. F. Colcord.—Captain.

MADRIDA, British barque, Captain Thos.
Stanley.—Order.

STREPHIA, German ship, Capt. A. Trom-
pett.—Order.

TRATIA, Austro-Hungarian str., Capt. G.
Donich.—O. Bachrach.

SHIPPING.

ARRIVALS.

May 22, 1885.—

Elze, German steamer, 552, Ch. Knuchert,
Haiphong May 19, General.—WILLIAMS & Co.

R. E. Wood, American ship, 1,400, J. F.
Gilkey, Cardiff December 22, Coal.—P. &
O. S. N. Co.

Kwongkong, British steamer, 900, Wood,
Shanghai May 19, Tea.—JARDINE, MATHESON,
and Co.

Highland Light, American ship, 1,264,
J. W. Norcross, Cardiff December 30, Coal.
—ORDER.

Filomena, Spanish schooner, 449, Jaidro
de Mondragon, Iloilo May 8, Sapanwood.
—KONG HANG TAY.

May 23.—

Durand, British steamer, 1,373, A.
Furnis, Saigon May 18, Rice.—RUSSELL &
Co.

Lido, British steamer, from Whampoa.
—Triumph, German steamer, 674, J.
Schmidt, Saigon May 20, General.—WILLIAMS
& Co.

Deutzer, German steamer, 1,197, Leith-
man, Manila May 20, Ballast.—MELODINE
& Co.

Yangtze, British steamer, 914, F. Schulz,
Shanghai May 19, General.—SIEMENS &
Co.

DEPARTURES.

May 23.—

Doris, for Whampoa.
Charron Watana, for Shanghai.

Peag-cho-hai, Chinese quibot, for Canton.
Patroclus, for Amoy and Shanghai.
Oleofalk, for Woonung.

Elze, for Haiphong.
Saline, for Haiphong.

Hamilton, for Saigon.
Galley of Lorne, for Nagasaki.

Phra Chom Kiao, for Swatow, &c.,
Alexander McNeil, for London.

Lido, for Swatow and Tientsin.
Vingpo, for Shanghai.

ORDER OF SERVICE OF MUSICAL SERVICE AT ST. JOHN'S CATHEDRAL.—WEDNESDAY, May 28. Matins:—Venite, Novello; Proper Psalms, Cooke and Croft; Te Deum & Jubilate, Turle in E. Anthem, 'Come Holy Ghost' (Attwood); Solo, Quarta and Chorus; Kyrie, Irons; Hymn, 207. Evensong:—Proper Psalms, Smart, Turle & Hopkins; Cantic, Hopkins; Deus Misereatur, Goss; Anthem, 'Enter not into judgment' (Attwood); Hymns, 155 & 157.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.—Hawton, April 13; Harter, April 18; Glenarney, and Orelan, May 4; Bontly, Cardigan, and Orelan, May 12; Bontly, Cardigan, and Orelan, May 12; Bontly, Cardigan, and Orelan, May 12.

The next AMERICAN MAIL, per the O. & A. S. S. Co.'s steamer *Arctic* left Singapore for Saigon on Wednesday, the 20th instant, at daylight, and may be expected here on or about Thursday, the 26th instant.

The next FRENCH MAIL, by the M. M. Co.'s steamer *Arctic* left Singapore for Saigon on Wednesday, the 20th instant, at daylight, and may be expected here on or about Thursday, the 26th instant.

The D. D. R. steamer *Electra* left Singapore for this port on the 18th inst., and may be expected here on or about the 24th instant.

The E. & A. S. S. Co.'s steamer *Arctic* left Singapore for Saigon on Wednesday, the 20th instant, at daylight, and may be expected here on or about the 26th instant.

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concert at the Masonic Hall. One of the items in the programme is to be an overture played by four performers on two pianos. M. Savile has already obtained a very good foothold here; pupils are flocking to him, and it has not taken him long to assume the position of presiding musical genius of the place.

A CORRESPONDENT from Tientsin points out to us that the 64-pounder guns with which the *Glenlogie*, *Pembroke Castle*, *Roetta*, and other vessels are to be armed, being the weakest and most inferior rifled guns in the world, will be a bad match for the Russian rifled guns with which the Russian corvettes and privateers are fitted. The English 64-pounder guns have a low speed, say 1300 feet initial velocity. At 10 degrees elevation the range is under 4000 yards. The Russian guns have over 1600 feet initial velocity, and at 10 degrees elevation the range is 6500 yards. At that distance the Russian guns have an immense advantage in the crushing force of their blow, their low trajectory, and superior accuracy. It seems to us that the faculty and neglect of our Admiralty is absolutely criminal.

THE VOTING of an annual allowance of \$200 to the Colonial Surgeon, and \$1200 to the Health Officer, in lieu of fees recently charged for issuing bills of health to vessels, is a proceeding which naturally enough follows the mistake made by the Executive Council. When once the Executive admits that 'vested rights' can exist in private practice when affected by legislative reform, then the compensation to officers so injured follows as a matter of course. The whole thing, in our opinion, is wrong, and its effect on the service cannot be anything else than damaging. The admission of the principle is dangerous, and its legitimate results may yet be somewhat complicated. Indeed, it is a little surprising that the Health Officer did not insist upon his allowance being doubled, because, if the principle were correct, he would be quite entitled to a much larger sum than he will now receive. The principle is utterly wrong. Bills of Health will, however, now be obtainable for \$3 each; the fees for these documents will probably be paid for by stamps; and so soon as the present Health Officer vacates his official position, the cost of bills of health will fall to twenty-five cents.

YESTERDAY evening the Ridgway Variety Troupe repeated their novel and artistic performance in the Theatre Royal, under conditions which were enough to freeze the life out of even the most hardened performer. When nine o'clock arrived, at the most there were not more than a dozen persons present, and, though a few stragglers in later on, there were never more than 30 people present. Yet the performers went through their programme, unfatigued and cheerfully, and afforded those who were present a most enjoyable treat. How this deserving troupe came to be so fearfully neglected last night, we cannot altogether comprehend. Probably the neglect was due partly to the fact that the performance was not so well advertised as it might have been. The public are continually growing at the lack of public entertainments, yet very frequently when a company deserving of support does visit our island, they are treated with so much indifference that other and better companies are discouraged from coming. It is true that very often the companies who land in our midst are not the same of perfection in their line, and do not approach those we have seen in the European centres; but by treating those who do come so callously as we frequently do, we prevent all possibility of improvement. We trust the Ridgways will be well supported this evening.

A FIRST-CLASS musical treat seems to be in store for the public of Hongkong by the visit of 'La Mascotte Company,' who advertise that they will make their first appearance on Monday, the 1st June, in the opera from which they take their name. Our Singapore friends, to judge by the notice in our Straits contemporaries, have been highly delighted and amused by the Co.'s performances, some of which are said to be of exceptional merit. During their stay in Singapore they have produced the *Bohemian Girl*, *Maria Malin*, *La Perichole*, *Girofle-Girofle*, *Pirates of Penzance*, and *Grand Duces*. In all these operas they have been eminently successful in drawing and pleasing audiences, and they have been particularly so in the comic operas, which seem to be their forte. Miss Eva Davenport, the prima donna, possesses a sweet soprano voice of much power, and couples with this great histrionic ability. The other leading members of the troupe are Miss Seymour, mezzo soprano; Mr. Edward Farley, rich, powerful baritone; Mr. Vernon Reid, tenor of great range; and Messrs O'Brien and Tyrrell. These artists are all highly spoken of; and we note with satisfaction that the disorders are seldom as being effective, a thing very seldom met with in travelling companies. In some of the more popular operas they have been assisted by the amateurs of Hongkong, and we trust that the amateurs of Hongkong will readily come forward, as they have done in several instances before, and render assistance to a company which is evidently worthy of support. We look forward with pleasure to the advent of the *Mascottes*, and trust that despite the unreasonableness of the weather, their performances will be liberally patronised.

We are again painfully reminded of the system of the boycotting of certain outside steamers which was introduced into the China trade last season, by the issue of a manifesto by the firms forming the 'ring' against the steamers *Pathan*, *Afghan*, and *Aberdeen*, and the other non-conference steamers. It will be remembered that before the opening of last season at Hankow, the agents of the P. & O. Co., M. M. Co., Ocean Steamship Co., and the 'Glen' 'Castle' 'Shire' and 'Ben' lines issued the following circular to shippers:—

'Dear Sir,—To those exporters who confine their shipments of Tea and General Cargo from China to Europe (not including the Mediterranean and Black Sea ports) to the P. & O. S. N. Co., O. S. S. Co., Glen, Castle, Shire and Ben Lines, we shall be happy to allow a rebate of 5 per cent. on the freight charged. Exporters claiming the rebate will be required to sign a declaration that they have not made, nor been interested in, any shipments of Tea or General Cargo to Europe (excepting the ports above named) by other than the said lines. Shipments by the *Pathan*, *Afghan*, and *Aberdeen* on their present voyage from Hankow will not prejudice claims for returns. Each line to be responsible for its own returns only, which will be payable half yearly, commencing October next. Shipments by an outside steamer at any of the ports in China, or at Hongkong, will exclude the firm making such shipments from participation in the return during the whole six-monthly period within which they have been made, even though its other branches may give support to the above lines. The foregoing agreement on our part to be in force from present date till the 30th April, 1885.'

The consequence of this step, which could scarcely be justified under any circumstances, was the effectual boycotting of the unfortunate steamer *Port Philip*, which was unable to obtain a pound of tea as freight. This unfair and unbusiness-like system, not to use harsher terms, is apparently to be pursued with renewed vigour this season, with what success remains to be seen. We earnestly hope the scheme will be utterly defeated, as it is, in our opinion, entirely opposed to the principles of free and honest trading, and we are certainly greatly surprised to see it being countenanced by merchants perfectly capable of conducting their business with success by more legitimate means. In the circular which has been issued this season, and which we reproduce below, we notice that the names of the agents of the 'Castle' and 'Shire' lines do not appear, although the former line has the *Bohemian* on the berth, and the latter the *Pembroke*.

Shanghai, 11th March, 1885. Dear Sir,—Referring to our circular dated 10th May, 1884, we beg to remind you that shipments for London by the S. S. *Pathan*, *Afghan*, and *Aberdeen*, or by other non-conference steamers, at any of the ports in China, or at Hongkong, will exclude the firm making such shipments from participation in the return during the whole six-monthly period in which they have been made, even though the firm, elsewhere, may have given exclusive support to the conference lines. We are, dear Sirs, yours faithfully, H. J. Chapell, Agent, Compagnie des Messageries Maritimes; Butterfield and Swire, Agents, Ocean Steamship Co.; Jardine, Matheson & Co., Agents, 'Glen' Line; Gibb, Livingston & Co., Agents, 'Ben' Line.

THE N. C. D. News of the 19th instant, contains the following:—Advices from Hankow say that up to Friday evening about 92,000 half-cents, principally Kuang-tai, had been settled. In the same time, four days, at the opening of the market last year, 176,000 half-cents had been purchased. Owing to adverse weather the market was not so active as it was in the first week of the year. It is true that very often the companies who land in our midst are not the same of perfection in their line, and do not approach those we have seen in the European centres; but by treating those who do come so callously as we frequently do, we prevent all possibility of improvement. We trust the Ridgways will be well supported this evening.

A CHIEF correspondent writes to the N. C. D. News as follows:—More than a month ago, General Li, who is in command of the troops stationed at Tientsin, took 800 troops, and began working the gold mine 130 miles S.W. of Chefoo in the Ping-tai district. The local magistrate there is said to be very much displeased, but as yet seems powerless to make any effective resistance. This morning a mine was worked for a short time by a private company, but the demands of the officials were so frequent and so exorbitant that the shareholders received very small profit. The reports of the wonderful wealth of the treasure of the mine, and the officials, fearing serious trouble, closed the mine, and no one has been permitted to work it since.

Says the *Cathay Post* of the 16th inst.:—In the midst of all this trouble about the police, there is one who should command the sympathy of the whole of Shanghai. I refer to Captain Superintendent J. P. McQueen. From being one of the most popular of Government officials in Hongkong, where he had worked himself up by years of most distinguished service into a better position than he now holds, he is here shown on a sea of trouble. Personal friendship may be some excuse for stating that Captain McQueen has been utterly and disastrously sold over this Shanghai appointment; he is simply too good for it. Whereas in Hongkong he used to be one of the most genial and widely-liked members of the society of that colony, here it seems that the cynical atmosphere of Shanghai and the odium attaching to the position of our Captain Superintendent, have caused him to retire into his shell. For Superintendent McQueen in Shanghai is not the same man as Harbour Master McQueen of Hongkong. What we wanted here was more of a time server, and perhaps the intense change from previous administration to the almost too honourable decorations of Captain McQueen has been too much for the 'dear old man,' who, which he presides and may be a factor in making him in a measure unpopular. For Capt. McQueen when not down here amidst a perfect sink of bribery, corruption and avarice, is just one of those sort of men, who in a quiet, but most

thorough and determined manner, would stamp it clean out. It is a pity that the community here do not know and appreciate this valuable servant, more. The Captain keeps his mouth closed, does not make a sign, and pluckily pursues his duty in the face of all difficulties and disadvantages. If he were perhaps a demonstrative man, and to open out publicly he could shake things up a little.

THE TEA STEAMERS AT HANKOW.

The rate of freight, according to the *Courier* of the 16th instant, at which the steamer *Glenlogie* is loading at Hankow is \$3.10; the *Opagok* at \$4; and the other steamers are circulated at \$2.10. The amount fixed here as the rate for the *Glenlogie* is \$1.10 less than Messrs Wilmshock & Co., in this last circular, reported was being asked for her. Says the *News* of the 18th instant:—The market for Hankow district teas was opened on Friday, and we learn that first purchases were at about the same rates as for the Kinkiang teas. Prices are said to have afterwards advanced.

Police Intelligence.

(Before E. Mackenzie, Esq.)

Saturday, May 23.

THE ALLEGED MANSLAUGHTER ON BOARD THE S. S. 'RHODIA'.

The remanded case in which William Brown, boatman of the S. S. *Rhodia*, is charged with causing the death of John Davis, a fireman employed on board the same steamer, came on for hearing this morning.

Mr. Wotton appeared for the defence. His Worship said that he understood that in cases of this kind the Crown Solicitor usually appeared to prosecute, when a solicitor appeared for the defence. Mr. Wotton could not say why his late client had not appeared to the Crown Solicitor, but he was prepared to act as a witness for the prosecution. John Jones, waterman, Evan Evans, and William Macdonald, firemen, and the cook, Thomas Pottle, chief officer, of the *Rhodia*, Mr. Marques and Constable Duncan. The evidence of the prosecution was that on the 17th he went ashore with the prisoner. They had two glasses each to drink while out and returned on board at 8 o'clock, both quite sober. On their return they chatted for a time and then went to bed. Davis went to the cabin and went forward in the carpenter's cabin, where they were soon afterwards joined by Davis and Macdonald. Macdonald went up and went on deck and then returned to the cabin with the boatman. There was some conversation for some time until Davis went 'up on deck,' and then they heard Davis saying some very strong language, shouting 'stop your row down there,' and complaining that 'he'd broken his head' and 'he'd hit his head against the bulkhead.' Davis went up on deck, and then they heard Davis saying 'he'd hit his head against the bulkhead,' and 'he'd hit his head against the bulkhead.' Davis went up on deck, and then they heard Davis saying 'he'd hit his head against the bulkhead,' and 'he'd hit his head against the bulkhead.'

Henry Brown, steward of the S. S. *Rhodia*, who said that at about 6 p.m. on the 17th he went ashore with the prisoner. They had two glasses each to drink while out and returned on board at 8 o'clock, both quite sober. On their return they chatted for a time and then went to bed. Davis went to the cabin and went forward in the carpenter's cabin, where they were soon afterwards joined by Davis and Macdonald. Macdonald went up and went on deck and then returned to the cabin with the boatman. There was some conversation for some time until Davis went 'up on deck,' and then they heard Davis saying some very strong language, shouting 'stop your row down there,' and complaining that 'he'd broken his head' and 'he'd hit his head against the bulkhead.' Davis went up on deck, and then they heard Davis saying 'he'd hit his head against the bulkhead,' and 'he'd hit his head against the bulkhead.'

A correspondent writes to the *News* from Tientsin, under date the 14th instant, as follows:—A number of Memorials have been presented to the Throne by the Censors denouncing the Preliminaries signed by Mr. Campbell at Paris on 4th April, on the ground that the French Government had been guilty of a double breach of faith. The Chinese government continually made fresh demands, and the French government made capitulations from day to day, so that at the last the Li-Fourier treaty, which was to have been the absolute basis for the renewed negotiations, was abandoned, and instead the Bourke treaty, formerly rejected by Monsieur Jules Ferry, was substituted. 'The Chinese require,' and probably will get, a neutral zone, and the boundary line of one bank of the Red river, but are asking for more concessions against France. The demands made by China were at last pressing that the French government has assumed a less yielding attitude. When the treaty is made, if ever it is made in Paris, it has to encounter the criticism of the Peking Yamen, who hold arrogant and contemptuous of having gained victories over France in war and in diplomacy. The history of the negotiations, if ever made known with full and accurate details, will reveal a most astounding state of things.

Nothing has yet been done between M. Patrice and the Chinese Commission. It is said that the Chinese have demanded the recognition of their suzerainty over Tonquin and the outward expression of it by the resumption of tribute. A neutral zone of some kind is also spoken of, while some persons think the French will be forced back on the Delta and lead a dog's life even there.

'Fides' writes to the *Mano paper* from Peking:—The French negotiations have not yet begun in Tientsin, though they are progressing vigorously between this city and Paris. A political Treaty is to be concluded there, and the commercial Treaty will be arranged afterwards either here or in Peking. The Chinese are pressing the French hard, and with considerable success, and there is every probability of the French occupation of Tonquin being restricted to the Delta. This will give France practically the Bourke Treaty, and possibly without even the nominal zone of the Li-Fourier Treaty, which would have provided. The danger is that when the French Treaty comes to be presented in Chinese to the Government at Peking they will say they never meant that, and the matter may have to be discussed all over again. The Protocol—as it has been called—signed in Paris on the 4th April, is said to be in very different French, translated no doubt from equally indifferent English, which in turn was translated from exquisite but untranslatable Chinese. There must always be an element of uncertainty in negotiating at such long range. The commercial Treaty will probably be a mere form. This is a pity; but France seems to have been suddenly infected with the Gladstone mania for capitulation, and under the circumstances the Chinese can hardly be much blamed for taking advantage of it.

Nothing has been done yet in the way of negotiations with France. There are still progressing in Paris, where I believe the French are enjoying a particularly nervous quietude. The Chinese have caught them on the hip, and are not merciful.

Tientsin.

11th May, 1885.

A hoisting sort of *Mysterium* has been brought to public notice here, in Peking, and probably in Shanghai also. It is from our windy cave of rumour. The hoax is that a railway concession or contract—one of those which has been signed, sealed, and delivered. The contract or concession is for two millions of pounds sterling. The concessionaries or contractors are the 'Manchester syndicate.' The matter has been arranged successfully by a well-known gentleman, presumed to be a Russian subject, at any rate he assumes to enjoy the protection of the Russian autocrat. No concession has been given, nor will be, and no contract for a railway has been signed, nor is even in negotiation. No document of any kind, kind, nor in fact of any kind whatever, has been signed authorizing railway construction, except that one made for the Chinghai mines belonging to the seventh prince. No Manchester syndicate, of the kind indicated in the hoax, has any existence. It is non-existent, fictitious, void, an airy nothing, and the Russian gentleman's agency is pure fantasy.—*Courier*.

Peace Between France and China Reported to be Endangered.

NEGOTIATIONS AT A STANDSTILL.

Our Shanghai exchanges received to-day indicate a state of affairs between the French and Chinese Governments which is anything but reassuring. Whether the actual facts are as bad as they are pictured, it is difficult to say, but there need be little doubt entertained that there are great and ever-increasing difficulties arising in the final settlement of the dispute. China's position is undoubtedly stronger than that of France, and one can scarcely be surprised at her assuming a firm attitude, or even overstepping what would be judicious demands. But we can hardly conceive her demanding that the Bourke treaty, indignantly rejected by M. Ferry when presented, should be substituted for the Four-year convention. However that is, what the *Courier* declares has done. That paper says:—

We hear from Peking that the peace negotiations carried on at Paris between Monsieur Freycinet, Minister of Foreign Affairs, and Mr. J. D. Campbell (ambassador) Commissioner of Imperial Chinese Maritime Customs, acting under the orders of Sir Robert Hart, have come to a standstill. The Chinese government continually made fresh demands, and the French government made capitulations from day to day, so that at the last the Li-Fourier treaty, which was to have been the absolute basis for the renewed negotiations, was abandoned, and instead the Bourke treaty, formerly rejected by Monsieur Jules Ferry, was substituted.

'The Chinese require,' and probably will get, a neutral zone, and the boundary line of one bank of the Red river, but are asking for more concessions against France. The demands made by China were at last pressing that the French government has assumed a less yielding attitude. When the treaty is made, if ever it is made in Paris, it has to encounter the criticism of the Peking Yamen, who hold arrogant and contemptuous of having gained victories over France in war and in diplomacy. The history of the negotiations, if ever made known with full and accurate details, will reveal a most astounding state of things.

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THE FORTIFICATIONS ON THE MIN.

Says the *Courier*:—The forts on the river are all rebuilt, with only one or two exceptions, and are in about the same condition as before the bombardment of Aug. 23 last. They still guard the lower reaches of the river only, and do not protect the rear. One water battery in the Kimpai pass, that which received special attention

from the French, is rebuilt in a particularly strong manner, being composed of sand in bags, fringed by heavy earth-works, containing three large breech-loading rifles of heavy calibre. On the summit of one of the hills in the Mingan pass, is a battery of three large Krupp guns, mounted, without any pretension, on a hill of mud. The foundations are rebuilt, with the exception of those at the Pagoda base, the water battery still remaining a mass of crumbling ruins. No flags are flying on 'Losing' island, but the forts at Kimpai, Mingan and the arsenal are crowded with troops.

The *Popo*, *Fuyen* and gunboat No. 14 have been raised and repaired. The *Fuyen* has been lately lying at Quantao, but a few days ago came up to the navy yard. No merchant steamers as yet, have come up beyond Sharp Peak, but there is a barque lying off the Pagoda that came up before the river was obstructed. The *Chinghai* grave is marked by the raft of logs surmounted with red flags, and lower down can still be seen the wreck of a steam-masted vessel of the second victim of M. Ferry's reprisals.

THE CASE OF TSAO SI-YUNG.

On the authority of the N. Y. *Daily News* the ex-detainee Tsao Si-yung was brought back to Shanghai from Soochow on Tuesday night, and is now in an inner goal at the Toot's Yamen, and according to the accounts which our contemporary has heard from those who have seen him he shows terrible signs of the suffering he has undergone. 'One of his wrists has been broken in the torture; and at present his wrists and legs are chained together, while his hands are kept extended from his face by a piece of bamboo fastened at one end to his wrists and at the other to a chain round his neck. This bamboo is only removed while the wretched prisoner is taking his meal, for which his tormentors allow him only a few brief minutes, hurrying him all the time and demanding every word from him, and for any slight relief from his sufferings which they may allow him. Si-yung stoutly denies ever having signed the confession to get which he has been tortured, stating that his hand was seized, his thumb placed by main force into the ink, and then placed at the foot of the confession, this being taken as a signature. He says his gaolers have told him that he is to be kept for two years imprisoned in Shanghai, and is then to be sent back to Soochow.'

This news was published two days ago, says the *Courier* of the 16th instant, still we hear of no steps being taken by the foreign authorities here to obtain the release of this innocent sufferer. The Ministers at Peking notified the Senior Counsel that Tsao Si-yung was to be released, and a rescript issued to the effect that the Tsao could do no harm. It should not require bloodthirsty newspaper articles to awake authorities to a sense of their duty. Such was necessary, however, on the last occasion.

ROMAN CATHOLIC MISSION STATIONS IN CHINA.

According to a late paper the reports of missionaries of Christian and native Christians in China and Tientsin during the Franco-Chinese trouble have led the Vatican, the organ of the Vatican in Paris, to publish a statement of means sanctioned by the Pope for the propagation of the faith in China and its territories. From this it appears that the work of evangelization is entrusted to nine orders or congregations, viz.—Franciscans, Jesuits, Dominicans, Lazarists, Augustines, and the fathers of the Society of Foreign Missions of Paris, Milan, Bologna, and the Society of the Holy Spirit. These are dispersed over the various provinces on a carefully planned arrangement, into all the details of which it is not necessary to enter. Chihli is divided into three apostolic vicariates, two of which are administered by Lazarists, the third by the Society of the Holy Spirit. Manchuria is taken by the Paris Foreign Missions; the two vicariates of Shantung belong to the Minor Observant fathers and the Dutch priests; Honan to the Missionary fathers; Shanai is administered by the Missionary fathers; Szechuen by the same order; Kansuh by the Belgian priests; the three vicariates of Szechuen by the members of the Paris Foreign Missions; Kwelchow by the same body; Hopei, which contains three vicariates by the Reformed Brothers; Hunan by the Society of the Holy Spirit; Kiangsi by the Lazarists, and so on through all the three provinces. There are in all twenty-eight vicariates in China proper, each in the sole hands of a particular order, who neither interfere with the work of their neighbouring vicariates, nor are themselves interfered with. Hongkong and Macao are vicariates in themselves, being in the charge respectively of the Lazarists and the secular priests. Tibet, Korea, Mongolia, and Leoochoo (attached to the vicariate of Southern Japan) each form a vicariate, in the charge of the Society of the Holy Spirit. The vicariate of Cochin China is divided into six vicariates, embracing Annam, Tong-King, and Cambodia, and is in the hands of the Paris Mission and Dominicans. These are the bare outlines of the elaborate organization destined to bring over China to the true faith, and in it we see one of the secrets of the success of the Roman Catholic propaganda. Every Catholic missionary, whatever his country or his order, on going to China is at once sent to the place destined for him. His order decides some of his labours. Again, all the orders work as harmonious whole. It is not as with Protestant missionaries. The spot which contains many English missionaries is pretty sure also to contain many American. Not a particle of force is wasted in the vast and elaborate organization which works so smoothly under the control of the Vatican.

THE BEST UNOPENED MARKET IN THE WORLD.

A correspondent who is connected with the 'Iravaddy Flotilla Company' sends the *Pall Mall Gazette* the following information as to means of communication with 'the best unopened market in the world':—At a time when general attention is being called to India and India's frontiers, when trade routes from India towards China through Upper Burma are being advocated, it would be as well if the actual position and distance from London to Mandalay, the capital of Upper Burma, and the frontier town of King Theobald's dominions on the northeast side, were defined. Travelling by rail route, the shortest route from British Burmah, can be reached in twenty-four days. Once at Rangoon, any one can reach Mandalay or Theobald's dominions by either of two routes. The first is by the splendid double-hulled steamers of the Irrawaddy

